

# Executive Summary

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# Vision and Goals

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The Regional Bicycle and Pedestrian Plan's (RBPP) guiding vision and goals were developed and refined through collaboration with stakeholders, the public, local jurisdiction staff, RTC staff, and the project team, with the Southern Nevada Strong plan providing the framework for the development of these goals and their corresponding objectives and policies. Additionally, this plan recommends goal-oriented performance measures that will allow tracking and reporting of progress and successes.

## VISION

“Southern Nevada will develop a safe, connected, and convenient walking and bicycling system that serves as a viable transportation and recreation asset while advancing the region’s economic, educational, health, and environmental goals.”

## GOALS



### GOAL 1: COMFORT & SAFETY

DEVELOP COMPREHENSIVE FACILITIES THROUGHOUT SOUTHERN NEVADA THAT MAKE BICYCLING AND WALKING SAFE, COMFORTABLE AND CONVENIENT FOR ALL AGES AND ABILITIES



### GOAL 2: ACCESS

IMPROVE BICYCLING AND WALKING ACCESS TO COMMUNITY DESTINATIONS ACROSS SOUTHERN NEVADA INCLUDING CONNECTIONS TO TRANSIT



### GOAL 3: EDUCATION & ENCOURAGEMENT

ENCOURAGE BROADER PARTICIPATION, APPRECIATION, AND AWARENESS OF WALKING AND BICYCLING THROUGH PROGRAM EFFORTS TARGETED AT ALL AGES AND ABILITIES

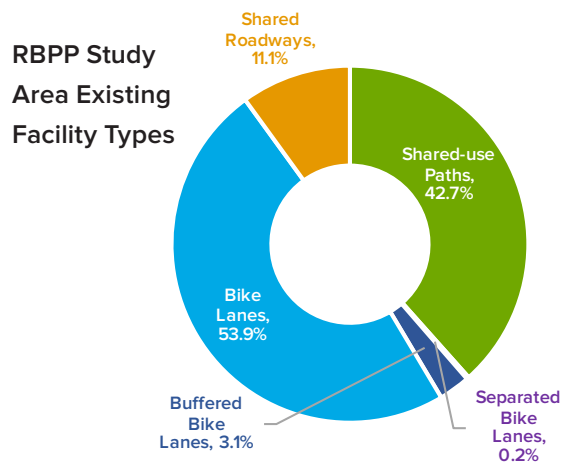


### GOAL 4: EQUITY & HEALTH

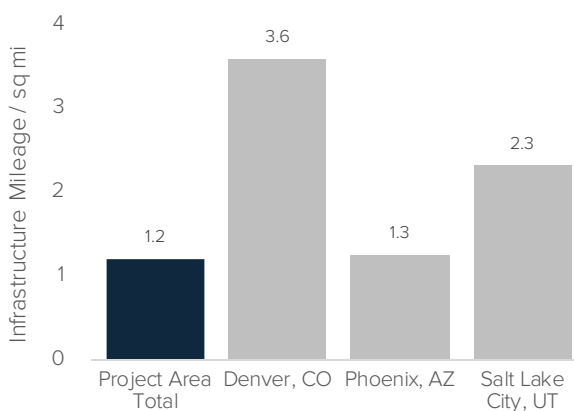
RECOGNIZE THE TRANSPORTATION SYSTEM'S IMPACT ON AIR QUALITY AND COMMUNITY HEALTH WHILE PROVIDING LADDERS OF OPPORTUNITY TO UNDERSERVED NEIGHBORHOODS

# Existing Conditions

Chapter Two in the RBPP analyzes the existing conditions in Southern Nevada, including where equity disparities exist; how many trips in Southern Nevada are done by walking or bicycling; where crashes involving people walking and bicycling occur and what factors contribute to those crashes; and, what the existing walking and bicycling system looks like, how it functions, and who it is designed to serve.



**Existing Study Area Bicycling and Walking Facility Density Compared to Similar Western U.S. Cities**



Of all trips in Southern Nevada, about 1% are done by bicycle and another 8 to 12% by walking.

Most crashes occur on roadways with speed limits between 35 and 45 mph.

The analysis considering speeds, traffic volumes, number of lanes, and signalized intersections determined that about 14-17% of collectors and arterials are comfortable enough for the typical adult or any child to ride a bike on.

There are currently 868 miles of bike lanes, paved paths, and shared roadways (bike routes) in the RBPP study area. Approximately 400 (46%) of those miles are high comfort facilities, appropriate for all ages and abilities.

# Public Outreach

In order to best determine Southern Nevadans' walking and bicycling needs, the project team conducted diverse public outreach efforts throughout the planning process. The project team and the RTC committed to an approach that:

- Included as many people as possible, emphasizing contributions from low-income and minority populations (see Equity Analysis).
- Provided ample and early opportunities for stakeholders to raise issues important to them.
- Ensured that all comments directly contributed to the planning process
- Continued efforts from and provided consistent and effective coordination with related plans, like Southern Nevada Strong.

## PUBLIC OUTREACH METHODS

- **Pop-Up Meetings:** More than 300 people reached through 12 pop-up events at flea markets, farmers markets, outdoors events, etc.
- **Online Survey & Mapping Tools:** More than 1,000 people responded to an early 2016 online survey with opinions about what would make walking and bicycling easier. More than 1,200 more comments were received in early and late 2016 through an interactive map that encouraged drawing desired facilities and reviewing plan recommendations, respectively.
- **Stakeholder Outreach:** The project team met frequently with stakeholder groups, local jurisdictions, and other agencies to ensure a collaborative process that reflected the desires of all involved in improving walking and bicycling in Southern Nevada.

## TOP 3 OBSTACLES OR CONCERNS

1.  **Safety concerns**  
(Inadequate lighting, too much traffic)
2.  **Weather**  
(Too hot, not enough shade)
3.  **Not convenient**  
(Too much to carry, takes too long, no good route)

## TOP 3 DESIRED IMPROVEMENTS

1.  **Better facilities**  
(Wider/separated sidewalks and bike lanes)
2.  **More regional paved trails**
3.  **More safe routes to school**  
(Sidewalks, crosswalks, safety signage)

# Recommendations

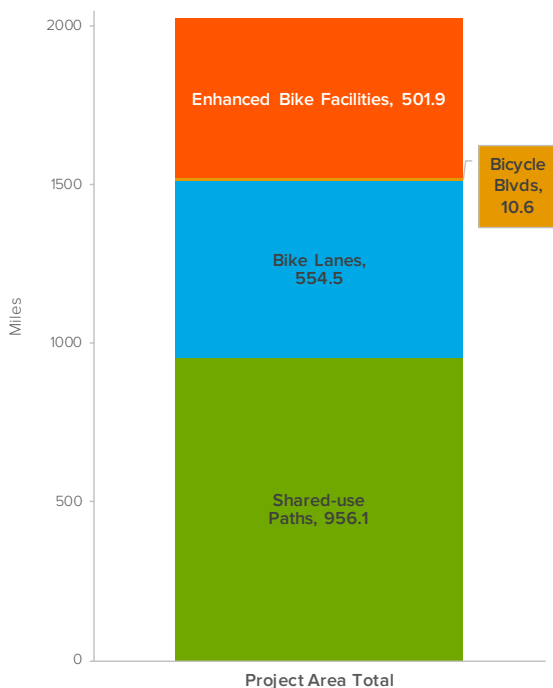
Southern Nevadans indicated that they would like wider and more physically separated bike lanes and sidewalks, more regional paved shared use paths, and safer routes to school. The RBPP recommends programs and policies that support walking and bicycling for all ages and abilities and about 2,023 miles of walking and bicycling facilities when the proposed system is completely built out (1,336 new miles).

The most comfortable facility type possible (given traffic volumes and other implementation considerations) was chosen for each major corridor in the RBPP study area. High comfort facilities will connect people of all ages and abilities to jobs, homes, parks and open space, and schools.

About 73% of the total 2,023 miles will be high comfort facilities, compared to about 46% currently.

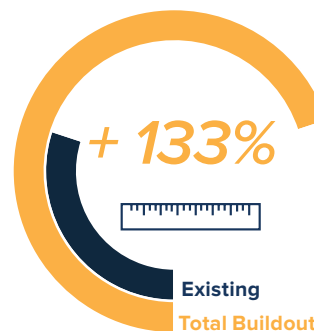
After total build out, 46% of non-freeway, collector and above roadways will be comfortable enough for the typical adult or any child to ride a bike on (compared to 14-17% currently).

**RBPP Study Area Future Facility Types & Mileages**

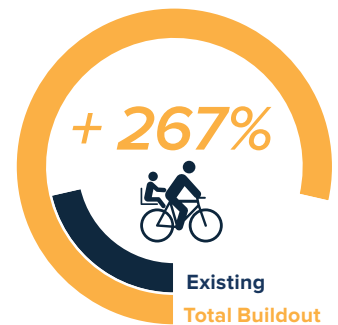


Note: Separated and buffered bike lanes combined as "Enhanced Bike Facilities"

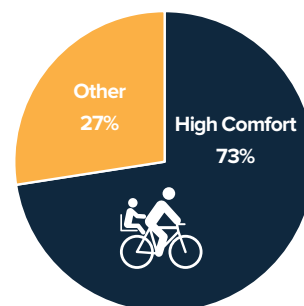
**Total Facility Mileage**

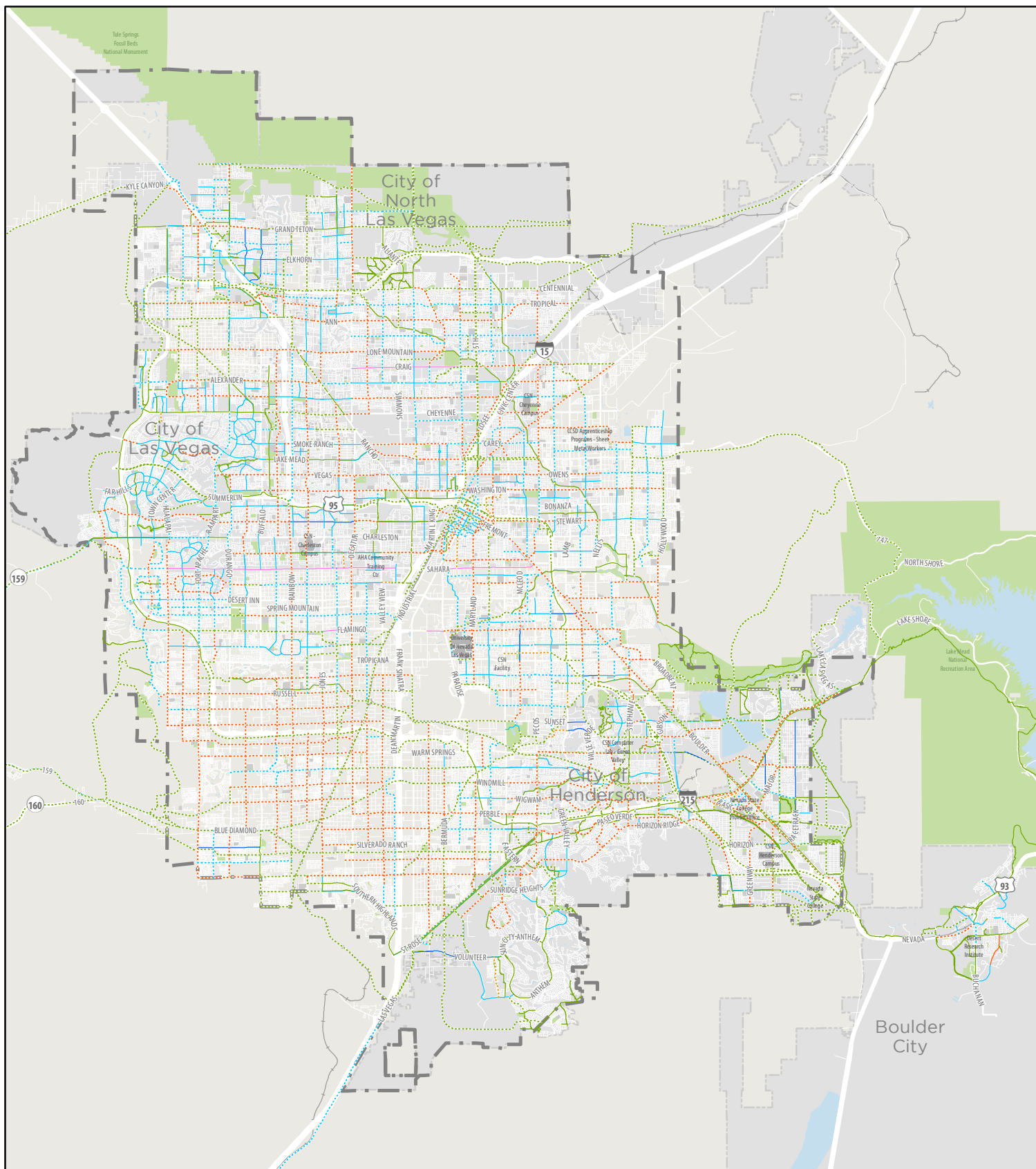


**High Comfort Facilities**



**% of High Comfort Facilities**





See Map 7.3 in Document  
Regional Bicycle and Pedestrian Plan for  
Southern Nevada

## Existing & Proposed Facilities Map

Data Source: Clark County and RTC GIS; 2011 North Las Vegas  
Comprehensive Bikeway and Trails Plan, 2014 Regional Bicycle  
Gap Analysis, 2016 Las Vegas Mobility Master Plan  
Map Created: April 13, 2017  
Map Produced By: Alta Planning + Design

- Proposed Facilities**  
(New or Previously Planned)
- Enhanced Bicycle Facility  
(Separated or Buffered Bike Lane)
  - Bike Lane
  - Bicycle Boulevard
  - Shared-use Path

- Existing Facilities**
- Separated Bike Lane
  - Buffered Bike Lane
  - Bike Lane
  - Bus/Bike Lane
  - Shared-use Path

- Park/Nat'l Area
- School
- College
- Municipality
- Southern Nevada Public  
Land Management Act  
Boundary

Note: This map of existing and proposed facilities was developed  
to achieve the goals of the Regional Bicycle and Pedestrian Plan.  
Additional review and analysis of proposed facilities may be  
required prior to implementation. Additionally, when both are  
present, proposed facility linework obscures existing facilities  
in some cases.

0 2 4 8 Miles







# Prioritization & Implementation

Southern Nevada's existing system and more robust proposed, future system (at total build out) rival those of comparable regions throughout the U.S. The RBPP includes prioritization, maintenance, and design recommendations to ensure an efficient and cost-effective implementation.

Proposed linear infrastructure projects were prioritized using criteria and other considerations from Goals 1, 2, and 4 (2), as well as factors related to regional significance and feasibility (table below).

In addition to providing capital and maintenance costs, the plan also identifies 28 local, regional, state, federal, non-profit, and other funding or financing strategies and sources that can be used to implement proposed facilities, programs, and policies.

	Overall Criteria Weight	Sub-Criteria	Sub-Criteria Score	Description
 <b>Comfort &amp; Safety</b>	8	Addresses Bicycle/Pedestrian Crashes	5	Project will address corridors and intersections with high rates of bicycle or pedestrian crashes
		Provides a high comfort facility	3	Project provides a facility of high comfort that appeals to users of all ages and abilities (LOC 1 or 2)
 <b>Access</b>	5	Provides access to transit	2	Project improves direct access to transit
		Addresses a network gap	3	Project was identified as a high priority project in the RTC Bike Gap Analysis
 <b>Equity / Health</b>	3	Serves areas with low equity / high inequality	2	Project serves areas with low equity, high inequality (orange or red on "Equity" map)
		Addresses populations with health issues	1	Project addresses areas with high age-adjusted death rates due to heart disease, stroke, diabetes, or certain cancers
 <b>Regional Significance</b>	5	Connects multiple jurisdictions with biking or walking facilities	2	Project connects multiple jurisdictions
		Connects to bike share station	1	Project improves direct access to a bike share station and provides a route for users to use
		Consistency with local and regional plans	2	Project supports recommendations from other local and regional planning efforts
 <b>Feasibility</b>	4	Public support	2	Project received a high level of public support throughout the planning process
		Potential for Near-Term Implementation Synergy	1	Ability for projects to share resources or leverage other near-term planned construction projects (road resurfacing, utility work from TIP, FRI-C, FRI2, etc.)
		Quick Wins	1	Project requires a modest investment, has few barriers to implementation (paint only, no roadway redesign), and could be constructed within six months